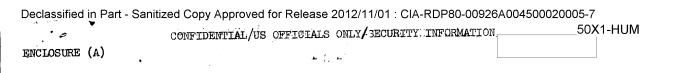
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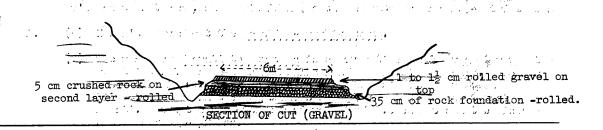
CONFIDENTIAL/US OFFICIALS ONLY / SECURITY INFORMATION - 2 -50X1-HUM 3, data as to surface, width and condition, of the following roads: Berati-Cerevoda road. Permeti-Luarasi road, Lushnja-Belshi road, and Porto Edda (Santi Quaranta or Saranda) Butrinto road? (b) The road from Berati to Cerevoda is a serpentine gravel road through the mountains with large cuts and fills and high retaining walls. One very noticeable improvement was made in a section about six or seven kilometers long in the mountainous country about 15 kms southeast of Berati. Here the sempentine road was straightened out and the distance cut to about 3-1/2 kms. (c) The road from Permeti (Premeti) to Luarasi was finished with the same section shown in sketch. /Enclosure (A)/ (d) The Lushnja-Belshi road is typical blacktop section. This is in the petroleum area serving the Kushov district wells. (f) the Porto-Butrinto road has the typical blacktop section. This road was used by tourists a great deal. 50X1-HUM railroad being built from Tirana to Durres. It was to be single track. The roadbed was completed but no rails had been laid. Late in 1947 completion or this railroad. 50X1-HUM - end -ENCLOSURE (A): Sectional views of Typical Albanian Roads Typical Masonry Bridge

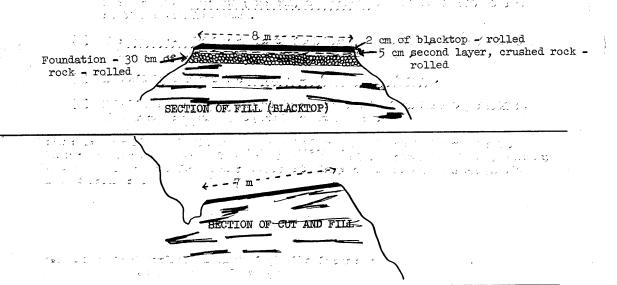
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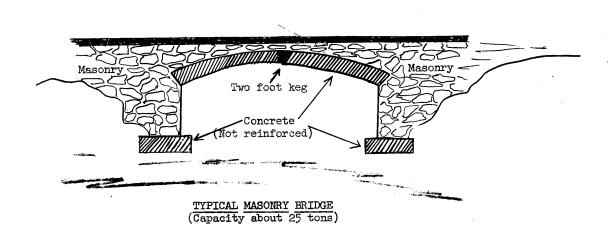
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SECTIONAL VIEWS OF TYPICAL ALBANIAN ROADS



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